CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY 25X1A

CENTRAL INTELLIGENCE AGENCY REPORT NO. [redacted]

INFORMATION REPORT

CD NO.

COUNTRY	Germany (Russian Zone)	DATE DISTR.	19 December 1950
SUBJECT	The Wolf Plants in Magdeburg-Buckau and Salbke	NO. OF PAGES	5
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DATE OF INFO.		SUPPLEMENT TO REPORT NO.	[redacted]

[redacted]

Amo SAG.

1. The Amo SAG had under it the following plants: The Wolf Engineering Works in Magdeburg-Buckau (M 53/D 69), the Krupp Gruson Plant in Magdeburg, Otto Gruson Plant in Magdeburg, Polysius Plant in Dessau (M 52/E 17), Neptun Shipyard in Rostock (M 55/O 81), Engineering Works in Sangerhausen (M 52/D 42), Zemag Plant in Zeitz (M 52/K 08). (1) The leading officials of the Amo SAG were as follows: Bebenin, (fnu), a Soviet national, is the manager of the Amo SAG. Krutyko, (fnu), replaced Bashkirov, (fnu), another Soviet, as deputy manager, and commercial manager in early April. Osipov, (fnu), a Soviet, is technical manager, Grigoriev, (fnu), a Soviet national, is second commercial manager, and Kaplan, (fnu), a Soviet, is manager of the supply department.

Wolf Engineering Works in Magdeburg-Buckau.

2. Wolf Engineering Works in Magdeburg-Buckau covers an area of 40,000 square meters including the Elbe depot. (2) The plant's leading officials were as follows:

Soviet Personnel

Yelissev, Vasili	General manager	
Fyodorov, (fnu)		Engineer in his civilian profession; a military rank of Major General
Yevtishkin, (fnu)	Technical manager	Chief engineer
Govrilov, (fnu)	Commercial manager	
Shuikov, Alexei Stepanovich	Head engineer	
Gorbachov, P. Ivanovich		Chief engineer
Tarassov, M. Ivanovich		Chief engineer

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Rodonov, (fnu)	Chief accountant	
German Personnel		
Strindhow, Siegfried	German manager	In the plant since 1948, SED member since 1949.
Vinz, (fnu)	Technical manager	Employed since 1 January 1950
Schulz, Gustav	Commercial manager	SED member
Wilde, Albert	Cultural manager	SED member
Harke, (fnu)	Chief of personnel	
Sturm, Fritz	Chairman of the plant trade union management (BGL)	
Struwe, (fnu)	Secretary of the BGL	
Altenkirchen, (fnu) Mrs. Schellhaase, (fnu) Erich Lasch	All members of the BGL	

The plant has about 9,000 employees. In 1947 the work force numbered about 7,000. The MVD had the political control of the plant. Twice a week Lt Col Strashov, (fnu), MVD officer, made a personal appearance in the Magdeburg-Buckau Plant.

3. The plant produces the following goods:

a. Dipper shovels, power shovels, rotary cranes and shovel dredgers (Tief-, Hoch-, Schwenk- und Schaufelradbagger):

Buckau coal power shovels (Kohlenhochbagger) (pneumatic installation with mine cars running under the conveyor chain).

Buckau twin portal rotary cranes (Doppelportalschwenkbagger) (service weight: 880 tons; capacity: 1,400 cubic meters per hour; total cutting height: 50 meters at a cutting angle of 50 degrees).

Buckau column-type rotary crane (Saeulenschwenkbagger) (bucket content: 426 liters; digging height: 10 meters; digging depth: 10 meters; rotating 360 degrees).

Rotary crane for the Otto Scharf Mine of the A. Riebeck Montan Plant in Halle (bucket content: 1,500 liters; daily capacity: 44,000 cubic meters; digging height and digging depth at a cutting angle of 40 degrees: 25 meters; 160 bogie wheels; two electric motors of 650 kw each; service weight: 1,800 tons; ground pressure of the ties: 1.24 kg per sq. cm.)

b. Peat, lignite, and coal briquetting plants:

Large bunkers for the coking plants of the briquetting factories.

Coke pushers.

Pressing installations with high capacity twin presses (sizes ranging from 7 to 14 inches; oil pressure control; lubrication by circulation of cooled oil).

Belt conveying machinery.

Tubular driers (heating surface up to 2,100 square meters).

c. Machinery etc. for sugar factories, especially installations (Hoeweler patent)

for pressing cube sugar (output: eight hour quota 13,000 to 15,000 kg of assorted cubes packed in boxes).

d. Steam boiler construction:

Buckau maximum pressure radiation boilers (for 85, 90, 100 and 125 atmospheric pressures with an output up to 140 tons per hour; specific load per square meter heating surface; exceeding 200 kg)

Steam boiler machines (capacity: 500, 590, and 680 HP up to 5,700 kg steam per hour, twin engines up to 800 HP).

e. Construction of steam engines:

Superheated steam engines (special design with step pistons, (Stufenkolben) 500 HP tandem engines)

Single cylinder back-pressure steam engines (capacity 1,000 HP; valve gear with A.C. generator arranged on the shaft; steam exhaust: four atmospheres).

Ship engines (three cylinder expansion: 600, 900, and 1,630 mm in diameter; 160 mm piston displacement: 1,500 HP).

f. Construction of rotary cellular filters (whose main recipient at present is the Bismut Corporation):

Capillary band filters (using the capillary action of felt bands for filtration).

Rotary disk filters.

g. Construction of Diesel engines:

Engines with a cylinder output of 25 HP at 750 r.p.m., 2 and 4 cylinders ranging from 50 to 100 HP.

Buckau small Diesel engines (model M 114; horizontal; cooling by evaporation; capacity: 8 HP at 850 r.p.m.)

Four cylinder two-cycle ship Diesel engine with blast engine, 120 HP.

h. Foundry machines.

i. Impregnation installations for impregnating pit-props.

j. Large boiler installations for 35 to 40-ton steam-generation.

k. Containers (for example for ammonia containers).

l. Slaking drums (lime).

m. Installations for manufacturing synthetic rubber by the buna process. The equipment consisted of belt casting machines and belt driers.

n. Various types of locomotives.

o. Extraction machinery, presumably for the chemical industry.

p. Ship engine R 8-DV 136 (propelling engine). (3)

q. Diesel engine S4 DV 224, for lighting ships, built for the reparation order R 50/64131. (4)

r. Trench diggers (Grabenbagger) running on caterpillar tracks and propelled by a 100 HP Diesel engine; (content: 80 liters; chain velocity: 0.8 meters per second; cruising speed: 0.6 meters per second; width of trench excavated: 1,000 mm; depth of trench: 3.75 meters; 40 dumpings per minute; theoretical output:192 cubic meters per hour). The serial construction of these was requested by Krivoshin, (fnu), the former general manager of the Amo SAG in Karlshorst in his order No. 13 dated 21 February 1948. The first digger had to be completed by the end of 1948. The series first ordered had 50 units.

4. The Wolf Engineering Works in Magdeburg-Buckau obtained ingots from the Hennigsdorf (M 53/Z 76) and Unterwellenborn (M 52/J 63) rolling mills, sheet metal from the Ilsenburg (M 52/D 25) and Thale rolling mills, section metal (Profile) from the Riesa (M 52/Z 81) Plant and non-ferrous metals from the Hettstedt (M 52/D 64) Plant. Ball bearings were imported from the U.S.S.R. and from western Germany. Ball bearings imported from the U.S.S.R. were possibly of Swedish origin. Bottlenecks were special sheet metals, boiler material, tool steels, sections of various sizes, special ball bearings, special steels.

5. About 80 percent of the entire production at the Wolf Plant in Buckau was taken over by the reparations department of the SCC. The remainder was left to German consumption. The plant delivered appliances for the construction of locomotives to the Syzransk "Red Flag" Locomobile Plant and to the Mogilev Locomobile Plant in the U.S.S.R. (5) Goods for the first plant were sent to the Syzran (53°11'N/48°27'E) railroad station, which is on a branch of the Kuibyshev line. Goods for the Mogilev plant were sent to the Lupolovo (53°52'N/30°24'E) railroad station on the Byelorussian line. Late in 1947 the Magdeburg-Buckau plant delivered to Moscow a large cylindrical object, whose parts were fastened together by strong rivets. (6) The inscription on this object read "MOSKAU O/W Karma Chemikalwerke" (Moscow O/W Karma Chemical Plant). Under these words was the same inscription in Russian letters. According to a section chief in the machine department, the Buckau plant also manufactured small submarine parts for the U.S.S.R. They were accepted by Chief Engineer Mathaus, (fnu), who was commissioned by the Soviet authorities. He was formerly a submarine expert in a Kiel shipyard.

6. The plant was allegedly in a hopeless financial plight, and this situation was further aggravated by the provision that reparation deliveries could only be shipped and paid for if each unit was complete. Because of the many bottlenecks and delays in the supply of raw materials, a unit frequently could not be shipped for months because a single part could not be procured. Twice early in 1950 Mr. Zander, (fnu), the chief of the finance department, traveled to Berlin to have this provision canceled or eased, but he did not succeed.

Wolf Engineering Works in Magdeburg-Salbke.

7. The Wolf Engineering Works in Magdeburg-Salbke (M 53/D 79) covers an area of 45,253 square meters.(7)After the German surrender two thirds of the Salbke plant was destroyed. Since then the plant has been restored. In April 1950 Tukhov, (fnu), a Soviet civilian engineer, was manager of the plant. According to information of older workmen, Tukhov had been in the plant in 1936 to accept machine deliveries for the U.S.S.R. In April 1950 the work force numbered 2,000, and work was done in two shifts. As of April, production consisted of 40 units a month of three different types of Diesel engines, mainly Junkers V-engines, which were allegedly designed for ocean-going cutters. Steam boilers for turbines were also produced. Production was seriously hampered by the shortage of steel, steel plates and scrap.

8. The plant was also constructing 60 stepping excavators (Schreitbagger) of the shovel excavator (Loeffelbagger) type for a reparations delivery which had to be completed by the end of 1950. (8) The drawings were of American origin, but they had been revised to suit Eastern standards by the U.S.S.R. Slavuglyemash's Karpinsk Engineering Works M.U.P.W.R. before being sent to the Salbke Plant. The drawings were made in Karpinsk on 29 September 1947. Data on this excavator

are as follows: excavator with "Dradlin" (dragline?) equipment; traveling gear: stepping mechanism (Schreitmechanismus); content of shovel: 3.4 cubic meters; length of boom: 38 meters; length of the shortened boom: 30.5 meters; maximum loading height: 17.1 meters; loading radius: 36 meters; maximum excavating radius: 47 meters; maximum excavating depth: 19.8 meters; diameter of hoisting cable: 32.5 mm; diameter of dragline cable: 39 mm; diameter of boom suspension cable: 24 mm; average output: 180 cubic meters per hour; length of step: 1.83 meters; speed of progress: 0.305 km per hour; length of arm: 8,420 mm; Excavator width between the curves: 10,056 mm; height of frame: 9,126 mm; deadweight (without electrical installation and ballast): 129 tons. No details are available on the electrical installation. The following persons were responsible for the construction of these excavators: Stalovaerov, (fnu), chief engineer; Federov, (fnu), manager of the technical department; Lesik, (fnu), chief technologist; and Katz, (fnu), chief technical designer.

9. Late in 1948 the plant was given a reparations order for the delivery of 200 small steam engines for the U.S.S.R. These 80 HP steam engines, together with boiler installations, were mounted on an undercarriage for narrow gauge railroads. The boilers were to be fueled with wood. These movable steam engines were allegedly to be employed in the Urals.

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[redacted] Comments.

(1) In addition to these seven plants the following plants were assigned to the Amo SAG after the dissolution of the Podyomnik SAG: Jaeger & Co in Leipzig, Gebrueder Netzel Plant in Leipzig, Henry Pels Engineering Works in Erfurt (M 51/J 36), Penig Engineering Works in Penig on the Saale (N 51/K 47), Mackensen Engineering Works in Magdeburg.
(2) See Annex 5 for a sketch map of the Wolf Plant in Buckau.
(3) See Annex 1 for a photostated sketch of this ship engine. The sketch numbered M 1155, is dated 22 April 1948; the Annex 2 furnishes data on this engine and on the 6 DV 136 engine.
(4) See Annex 3 for a photostated sketch of this diesel engine. The sketch numbered M 1190, is dated 17 July 1948. Annex 4 furnishes data on this engine.
(5) The Mogilev and Syzran locomobile plants, recipients of locomobile parts, are known. The Mogilev Locomobile Plant was considerably expanded in 1949.
(6) The size and shape of this object are indicated in Annex 7.
(7) See Annex 6 for a sketch map of the Salbke plant.
(8) These shipments were destined for the Chief Administration of the Coal Mining and Engineering Industry (Glavuglyemash).

7 Annexes:
1. Photostated sketch of ship engine.
2. Data on two ship engine types. (list)
3. Photostated sketch of diesel engine.
4. Data on diesel engine. (list)
5. Layout sketch of the Wolf Engineering Works in Magdeburg-Buckau.
6. Layout sketch of the Wolf Engineering Works in Magdeburg-Salbke.
7. Cylindrical hollow object delivered to the U.S.S.R. (sketch)

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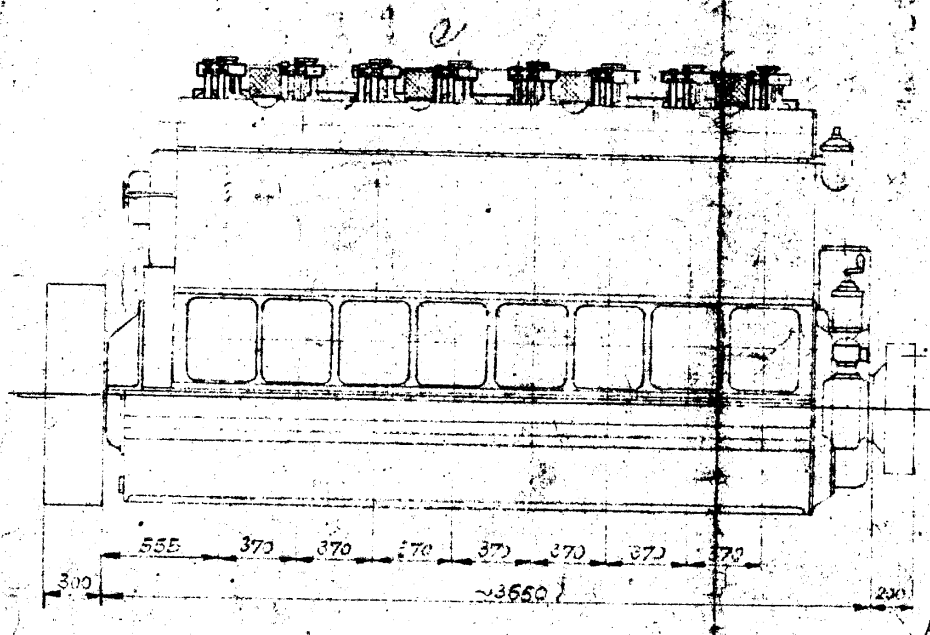
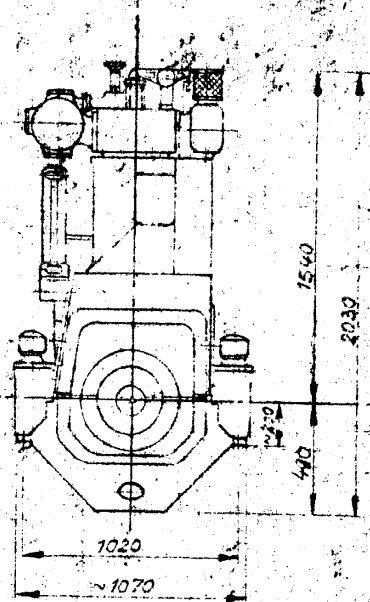
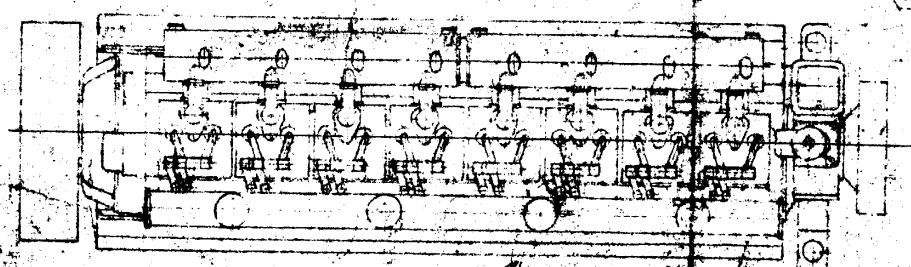
Anl. 1







Für Schwingungsdämpfer (nicht erforderlich)

Schiffsmotor R8DV 136

Ne = 400 PS ; n = 500 U/min

M 1:25

Maschinenfabrik „Buckau-Wolf"
der sowj. Maschinenbau A.-G. AMO
Magdeburg

Gewicht einschl. Schwungrad ~ 13000 kg

M 1155

(Maße für die Ausführung unverbindlich)

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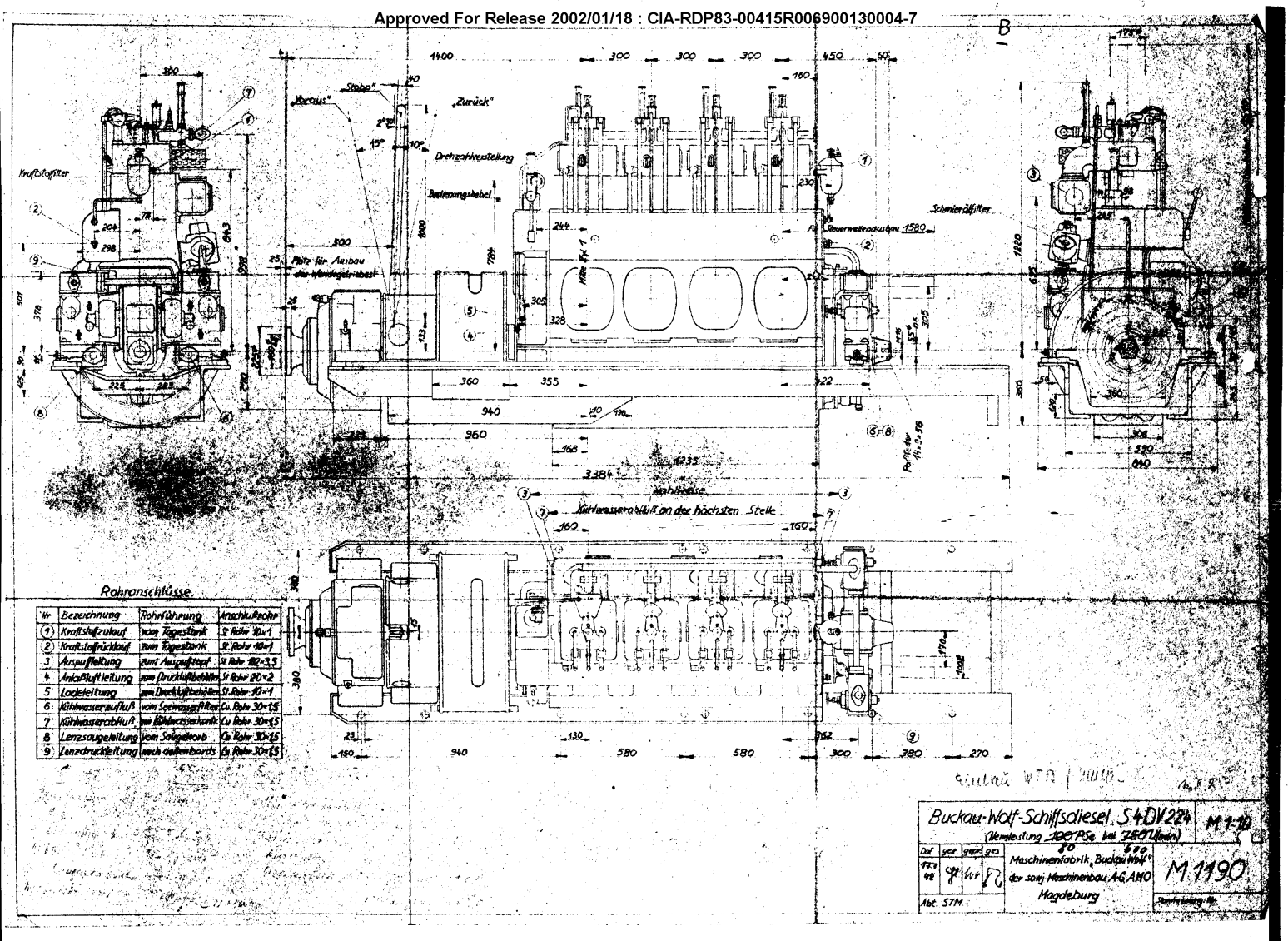
Data on Ship Engines Type R 8 DV 136 and Type 6 DV 136

	Type R 8 DV 136 (for luggers)	Type 6 DV 136
Diameter of cylinder	240 mm	240 mm
Piston stroke ?	360 mm	360 mm
Piston displacement	16.3 liters/cylinder	16.3 liters/cylinder
Piston displacement total	131 liters	98 liters
Medium pressure	5.5 kg/1 sq cm	5.5 kg/1 sq cm
Average piston speed	1 cm to 4.8 meters per second	1 cm to 4.8 meters per second
Fuel consumption	175 grams plus 10 %/HP actual output	175 grams plus 10 %/HP actual output
Consumption of lubricating oil	800 grams per hour	600 grams per hour
Compression pressure	30 to 35 kg per sq cm	30 to 35 kg per sq cm
Ignition pressure	50 to 55 kg per sq cm	50 to 55 kg per sq cm
Starting pressure	30 to 8 kg per sq cm	30 to 8 kg per sq cm
Overload, continuous	10 percent	10 percent
Overload, temporary	20 percent	20 percent
Lowest number of revolutions		
continuous	$\simeq$ 150 rpm	$\simeq$ 150 rpm
temporary	$\geq$ 120 rpm	$\geq$ 120 rpm
Weight of engine with flywheel	about 11,000 kg	about 8,500 kg
Number of cylinders	8	6
Nominal output	400 HP	300 HP
Number of revolutions	500 rpm	500 rpm
Measurements:		
Total length	about 3,950 mm	about 3,200 mm
Greatest width	about 1,070 mm	about 1,070 mm
Height about center of crankshaft	about 1,540 mm	about 1,540 mm
Total height	about 2,030 mm	about 2,030 mm



Nr	Bezeichnung	Rohrführung	Anschlußrohr
1	Kraftstoffzulauf	vom Tagestank	St Rohr 10×1
2	Kraftstoffrücklauf	zum Tagestank	St Rohr 10×1
3	Auspuffleitung	zum Auspufftopf	St Rohr 102×3,5
4	Anlaßluftleitung	zum Druckluftbehälter	St Rohr 20×2
5	Lenzleitung	zum Druckluftbehälter	St Rohr 10×1
6	Kühlwasserzulauf	vom Seewasserfilter	Cu Rohr 30×1,5
7	Kühlwasserablauf	zur Kühlwasserkontr.	Cu Rohr 30×1,5
8	Lenzsaugeleitung	vom Saugekorb	Cu Rohr 30×1,5
9	Lenzdruckleitung	nach außenbords	Cu Rohr 30×1,5

Buckau-Wolf-Schiffsdiesel S4DV224 (Dauerleistung 100 PSe bei 1500 U/min) M 1:10

Del	gez	gepr	gen
12.7 48	[illegible]	[illegible]	

Maschinenfabrik Buckau Wolf der sowj. Maschinenbau A.G. AMO Magdeburg

Abt. STM

M 1190

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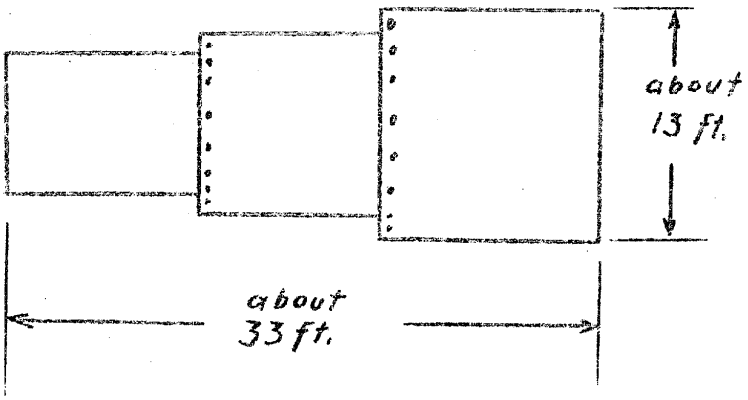
CENTRAL INTELLIGENCE AGENCY [redacted]

Cylindrical Hollow Object Delivered to the U.S. [illegible]



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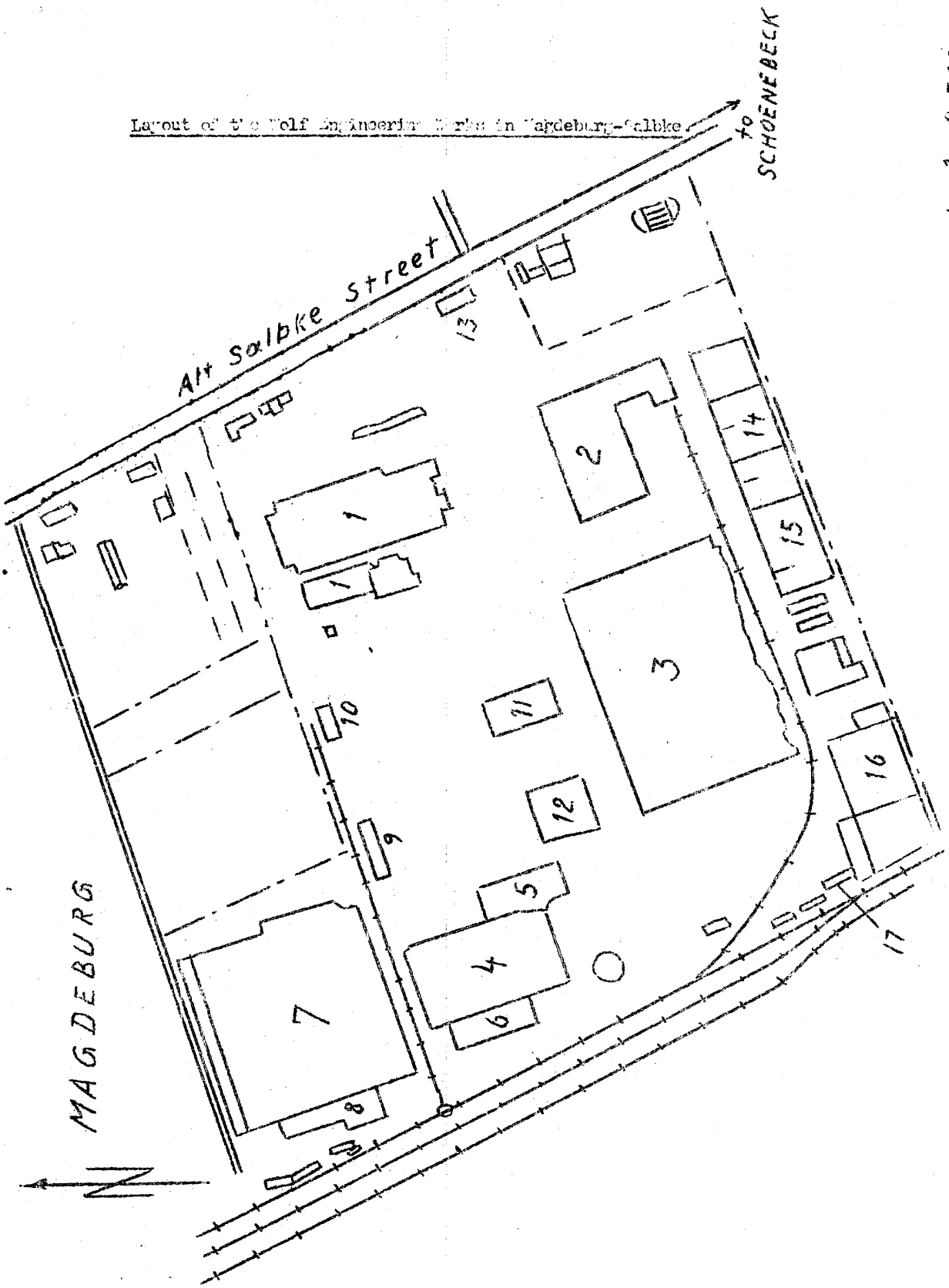
CENTRAL INTELLIGENCE AGENCY [redacted]

Layout of the Wolf Engineering Works in Magdeburg-Salbke



scale 1 : 2,500

Legend: see attached list.

Legend to Annex 6:

Layout of the Wolf Engineering Works in Magdeburg-Salbke.

1. Office.
2. Large foundry.
3. Foundry.
4. Large forge.
5. Depot.
6. Machine shop.
7. Apprentice workshop.
8. Bicycle shed.
9. Washing room.
10. Rough brickwork structure.
11. Storage room.
12. Boiler forge.
13. Boiler forge.
14. Repairshop.
15. Plate forge.
16. Destroyed by bombs.
17. Under construction.

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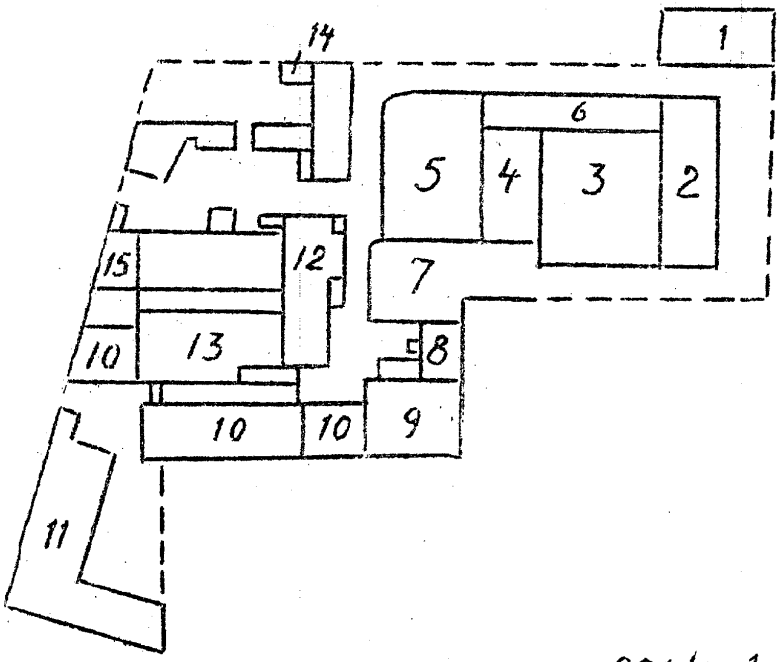
CENTRAL INTELLIGENCE AGENCY

[redacted]

Layout of Krupp machine-tool works in Magdeburg-Buckau.



scale 1:1,800

Legend:

1. Joinery.
2. Machine shops.
3. Assembly shop and test station.
4. Repairshop.
5. Unknown.
6. Locksmith's shop, four-story building.
7. Preliminary assembly.
8. Electric power station.
9. Hydraulic riveting shop.
10. Workshop.
11. Administration building.
12. Boiler forge.
13. Fitting shop.
14. Boiler for steam hammers.
15. Office and drawing rooms.

[redacted]

Data on Ship Diesel Engine Type 84 DV 224 (Reparation order # 50/46131)

Diameter of cylinder: 175 mm

Piston stroke: 240 mm

Piston displacement: 5.77 liters/cylinder

Medium pressure: 5.2 kg/sq.cm.

Average piston speed: cm-4.8 meters/second

Fuel consumption, Cetane: 180 gram/HP actual output (plus 10 percent)

Consumption of lubricating oil: 175 grams per hour

Compression pressure: 30 to 35 kg per sq cm

Ignition pressure: 50 to 55 kg per sq cm

Starting pressure: 30 to 10 kg per sq cm

Overload, continuous: 10 percent

Overload, temporary: 20 percent

Lowest permissible number of revolutions, continuous: $\simeq$ 200 rpm.

Lowest permissible number of revolutions, temporary: $\geq$ 150 rpm.

Total weight including reverse gear: about 3,400 kg.